



**DESIGN ASSISTANCE APPLICATION  
for FY 2016**

**Missouri Avenue: 43rd Avenue to 15th Avenue Bikeway Project**

**City of Phoenix**

**APPLICATIONS ARE DUE VIA ONLINE SUBMITTAL BY  
10:00 AM ON MONDAY, JUNE 29, 2015**

**DESIGN ASSISTANCE FY 2016 APPLICATION**

Phoenix: Missouri Avenue: 43rd Avenue to 15th Avenue Bikeway Project

**PART A - CONTACT AND PROJECT DESCRIPTION****Contact Information**

1. Name of Sponsoring Agency	Phoenix
2. Project Manager Name and Title	Eileen Yazzie, Special Projects Administrator
3. Phone Number of Project Manager	602.534.5692
4. E-Mail Address of Project Manager	<a href="mailto:eileen.yazzie@phoenix.gov">eileen.yazzie@phoenix.gov</a>
5. Mailing Address of Project Manager	City of Phoenix Street Transportation Department 200 West Washington Street, 5th Floor Phoenix, AZ 85003

**Project Description**

6. Please provide the Project Title.	Missouri Avenue: 43rd Avenue to 15th Avenue Bikeway Project
7. Please provide the amount of funding requested:	\$85,000

8. Please provide a specific description of the project (i.e. bike path or sidewalk, width, length, cement or asphalt, etc.) (250 character limit):

Assess right of way conditions along the corridor, and then design bicycle facilities that provide a connected, low-stress environment for bicyclists that could include safe street crossings, bike lanes, sharrows, protected bike lanes, etc. The project will address the bicycle/pedestrian crossing over the I-17, as the MAG 'SPINE' Study could possibly include the project in their design.

9. Please provide the project limits:

Missouri Avenue: 43rd Avenue to 15th Avenue

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Phoenix: Missouri Avenue: 43rd Avenue to 15th Avenue Bikeway Project

**PART B - PROJECT DESCRIPTION**

1. What type of project is this?

<input checked="" type="checkbox"/>	Bicycle lane (4' min. w/o curb/gutter)	<input type="checkbox"/>	Grade-separated crossing
<input checked="" type="checkbox"/>	Bicycle lane (5' min. with curb/gutter)	<input type="checkbox"/>	Sidewalk (5' min.)
<input checked="" type="checkbox"/>	Buffered Bike Lane	<input type="checkbox"/>	Wide Sidewalk (8' min.)
<input checked="" type="checkbox"/>	Protected Bike Lane	<input type="checkbox"/>	Detached Sidewalk with 4' min. buffer
<input type="checkbox"/>	Shared-use path (10' min.)	<input checked="" type="checkbox"/>	Midblock Crossing

2a. Please describe the existing condition of the project site and any problem(s) being addressed.

Missouri Avenue is a collector street in central Phoenix, one-half mile south of Bethany Home Road and one-half mile north of Camelback Road. Currently, Missouri Avenue between 15th and 43rd Avenues has a variety of cross section/right-of-way widths and sidewalk features, yet the only designated bicycle infrastructure is from 27th to 35th Avenues where the street is striped with bicycle lanes. Collector streets are typically good candidates for bicycle facilities as they are part of the grid system throughout the city, and tend to have lower vehicle counts. Infrastructure to cross Interstate 17 (I-17) on the Missouri Avenue alignment does not currently exist. There are few east/west corridors for bicyclists in Phoenix which provide safe crossings of major infrastructure barriers such as canals and freeways. Only two bicycle/pedestrian crossings of I-17 exist, one at Maryland Avenue and one at Jomax Road (CAP).

Missouri Avenue at 43rd Avenue (western city limit) is not signalized, nor does it have any kind of protected crossing for bicyclists and pedestrians. There are two midblock bus stops on 43rd Avenue to the north and two midblock bus stops to the south. There have been 46 crashes at this location over a six year period. One pedestrian was fatally struck.

Signalized Crossings: 15th Avenue, 17th Avenue, 19th Avenue, 23rd Avenue, 27th Avenue, 35th Avenue

**Missouri Avenue Configuration**

15th to 19th Avenues: two lanes each direction, no on street parking

19th Avenue to I-17: one lane each direction with on street parking

I-17 to 27th Avenue: two way traffic with on street parking

27th to 35th Avenues: one lane each direction, bicycle lanes, on street parking on north side

35th to 39th Avenues: one lane each direction, on street parking

39th to 43rd Avenues: two way traffic, on street parking

2b. Why is this project important to the community?

Built in the mid-1950s, Interstate 17 is the oldest freeway in the Phoenix area. There are only two bicycle/pedestrian crossings over I-17 (Maryland Avenue and Jomax Road/Central Arizona Project), which were constructed in 2005 and 2012, respectively. Safe bicycle/pedestrian crossings of this old freeway are much needed pieces of bicycle/pedestrian infrastructure in a corridor which has only two bicycle/pedestrian specific opportunities to cross the freeway. As a predominantly two lane roadway, Missouri Avenue can provide a safe, easy, low-stress rideable thoroughfare that even novice bicyclists could ride. The proposed bike corridor will connect to major retail (Christown Mall at 19th Avenue), a light rail stop (19th Avenue and Montebello) and many bus routes, all of which provide opportunities for access to employment and activities of daily living.

Missouri Avenue, between 15th and 23rd Avenues, falls within the Solano Transit Oriented Development District (part of the ReinventPHX effort). The adopted policy plan for that district designates Missouri Avenue for a proposed bike lane and as a priority for intersection improvements to accommodate bicyclists at both 15th and 19th Avenues. The policy plan also lists Missouri Avenue as a priority for retrofit to a complete street. Addition of bicycle infrastructure to Missouri Avenue will positively affect the policy plan's Mobility Element Measureable Outcome for Quality Transportation Choices (% of residents who walk, bicycle, transit and carpool to work).

This project is listed as priority #17 in the adopted City of Phoenix Comprehensive Bicycle Master Plan.

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### 3. Connectivity: (Check all that apply)

X

Project fills a gap in the regional system

Explain:

The Missouri Avenue Corridor Bikeway project will fill several gaps in the regional system.

These segments currently have no bicycle facilities:

15th Avenue to I-17

I-17: bike/pedestrian bridge crossing

I-17 to 27th Avenue

35th to 43rd Avenues

Regional System Connection:

The 15th Avenue and 23rd Avenue bike lanes connect south to the Grand Canal Trail.

43rd Avenue is the boundary between Phoenix and Glendale. In Glendale, Missouri Avenue has bicycle facilities from 43rd to 47th Avenues; 47th Avenue has bicycle facilities from Missouri Avenue north to Sweetwater Avenue. The 47th Avenue route joins the Arizona Canal (CAP) trail at Cholla Street.

X

Project connects to other local facilities

List the connected facilities:

15th Avenue bike lanes; 23rd Avenue bike lanes; 31st Avenue bike lanes (and Little Canyon Trail); City of Glendale Missouri Avenue bike lanes (west of 43rd Avenue).

Multi Jurisdictional Project

List of Participating Jurisdictions:

3.5

Total length of facilities connected by this project (in miles)

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4. Describe how this project will improve access from nearby neighborhoods and/or adjacent uses:

Adjacent land uses to the Missouri Avenue corridor are predominantly multifamily and single family residential. A major commercial center (Christown Mall) exists 1/4 mile north, between 15th and 19th Avenues. There is limited, low-scale commercial development at 19th, 27th and 43rd Avenues.

Missouri Avenue provides access to Solano Park (adjacent), Little Canyon Park (adjacent), Colter Park (.25 mile south) and Mary Silva Park (adjacent in Glendale). There are six schools proximate to this corridor, five of which are directly adjacent.

Transit routes, both bus and light rail, on 19th Avenue provide access to significant employment in the region (Dunlap Avenue corridor, downtown Phoenix, downtown Tempe, downtown Mesa).

5. Describe how this project will improve access to transit:

Missouri Avenue does not have a transit route along the corridor, but the proposed project intersects with five bus routes (15th, 19th, 27th, 35th and 43rd Avenues) and one light rail stop (19th Avenue and Montebello). Boardings at the transit stops on these routes near Missouri Avenue are about:

15th Avenue: 12 people per day  
19th Avenue & Montebello: 3,868 people per day  
19th Avenue: 53 people per day  
27th Avenue: 84 people per day  
35th Avenue: 74 people per day  
43rd Avenue: 43 people per day

This project will encourage a safe bicycle environment for people to connect to transit.

6. Describe how this project will address bike/vehicle or pedestrian/vehicle conflicts:

This project will provide a visible improvement for driver/bicycle conflicts through a variety of solutions, including annotating bike lanes, sharrows, possible protected bikeway, signs, and protected crossings. Conflicts will also be reduced by way of reducing lane widths that encourages slower vehicle speeds.

7. What are the demographics of the area served:

[MAG Demographic Mapping](#)

9266.0 People Per Square Mile

31.0 % Families in Poverty

8.0 % Age 65 Plus

Use the MAG Demographic Mapping link above. Zoom in to your project area. On the right-hand side of the screen, under "Reports," select "Custom Summary." Next, select "Corridor of Interest." Left-click to begin drawing. Draw a line through all census blocks adjacent to your project, left-clicking where needed to change the direction of the line. Double-click to finish drawing the line. The selected census blocks will become highlighted in blue. A pop-up box will appear with "Report Results for Selected Block Groups." Select the "Summary Report" tab, and use the data found there. You may export the results to Excel (click the Excel icon at the top-right side of the pop-up window) for your records.

8. How will this project benefit families in poverty?

Almost a third of the residents living along and adjacent to the Missouri Avenue corridor property live in poverty. This project will provide a safe environment for bicycling residents who currently only can take transit, walk or bike, and will also encourage safe bicycle connections to transit routes, schools, employment and other daily living activities.

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9. How will this project benefit minority residents?

About 74% of the residents surrounding the Missouri Avenue Corridor Project are minorities. As noted above, the project will provide for a multi-modal street that provides access to transit routes, schools, employment, and other daily living activities.

10. How will this project benefit elderly residents?

This project will benefit elderly (8%) and all residents by providing a safer street that becomes a delineated bicycle corridor, slowing cars down, encouraging bicycling and walking along the corridor. It will also continue to provide elderly residents with connections to five bus routes and one light rail stop.

11. How will this project benefit school children?

Twenty-four percent (24%) of the population along the corridor are children between the ages of 5-17. This corridor project emphasizes the connections to six schools within a 1/4 mile and one school within a 1/2 mile. Currently, 15th Avenue, 23rd Avenue and a small portion of Missouri Avenue (27th to 35th Avenues) are designated as bike routes, this project will significantly add to the bicycle network in this community, providing safe routes to schools. Additionally, Solano Park and Little Canyon Park are adjacent to the corridor, and Colter Park and Mary Silva Park (in the City of Glendale) are a 1/4 mile away from the corridor. The Harry & Sandy Rosenzweig Branch of the Boys and Girls Club as well as the Christown Branch of the YMCA are both adjacent to the corridor.

12. Please list any schools within 1/4 mile of the project:

- 1) Solano Elementary School (adjacent)
- 2) Simpson Elementary School (adjacent)
- 3) Grand Canyon University (adjacent)
- 4) Sevilla West Elementary School (adjacent)
- 5) Cordova Middle School (.25 mile north)
- 6) Montebello Elementary School (.25 mile north)
- 7) Alhambra High School (.5 mile south)

13. How does the project benefit persons with disabilities?

The project will meet or exceed MUTCD, AASHTO and all local, regional, state and federal ADA design guidelines.

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14. The project is: (Check one)

☒ X

Identified in General Plan, council adopted policy, or Capital Improvements Program (provide source)

List:

This project is priority #17 in the adopted Phoenix Comprehensive Bicycle Master Plan. A portion of the project (15th to 23rd Avenues) is identified as a priority in the Solano Transit Oriented Development District Policy Plan.

☐

Consistent with general policy/practices, but not formally identified (provide source)

Explain:

☐

Not addressed by jurisdiction's plans, policies, or practices

Explain:

15. List the community partners that will be supporting the development and promotion of this project. Include city departments that will also be supporting the project.

Alhambra Village Planning Committee  
Solano Transit Oriented Development District Steering Committee  
St. Luke's Health Initiatives  
City of Phoenix Street Transportation, Transit and Planning and Development Departments

16. Does the jurisdiction have a dedicated staff person to manage the project? Which city department will be responsible to provide information to the consultant?

Yes. Either a staff person from the Transportation Planning and Programming Division or Traffic Services Division will be committed and assigned to manage the project.

17. Does the jurisdiction have base information available (topo survey, aerial photography, ALTA survey in electronic/digital format, easement information, utility placement information)?

Yes. The City of Phoenix has access to, and will provide the consultant information and data as needed.

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### PART D - PROJECT COSTS

1. What is the approximate cost for 15% preliminary plans\* for this project? Estimate cost for each task below:

\$2,500	Scope of Work
\$8,000	Stakeholder and Core Team Meetings
\$20,000	Data Collection
\$20,000	Data Analysis
\$19,500	Project Assessment Report (Draft)
\$9,000	Project Assessment Report (Final)
\$6,000	Executive Summary and Regional Significance Report
\$85,000	TOTAL COST ESTIMATE FOR 15% PRELIMINARY PLANS (SHOULD MATCH <b>PART A, #7</b> )

\*15% Preliminary Plans generally include:

- Project Information (location, description, map)
- Background data including the need for the project
- Project Scope (length, type of work, how it is to be constructed)
- Project Development
- Environmental overview
- Geotechnical and drainage requirements
- Critical outside agency involvement
- Preliminary Right-of-Way requirements
- Preliminary Utility relocation requirements
- Preliminary Traffic requirements
- Seasonal consideration
- Design Criteria
- Itemized Cost Estimate
- Schedule
- Preliminary Plans
- Preliminary Pathway Horizontal Layout
- Typical Sections
- Preliminary Aesthetic Concept
- Information on potential funding sources
- Executive Summary

2. What is the anticipated cost for the whole project (please break down costs by design, environmental, ROW, utilities, construction, etc)?

It is anticipated that the project will cost \$8 million, which includes a bicycle/pedestrian bridge over I-17. This project will address the bicycle/pedestrian crossing over I-17 as the MAG 'SPINE' Study could possibly include the project in their design.

3. Are there designated funds for construction of this project? If yes, what funding sources have been identified?

This project is ranked as priority #17 (out of 39) in the Phoenix Comprehensive Bicycle Master Plan (2014). There is \$2 million set aside annually in the Phoenix CIP for the implementation of the Bicycle Master Plan. City staff will be going through the annual programming and update of the 5 Year CIP, as well, the construction of this project may be submitted for MAG CMAQ funding for FY2019 or FY2020.



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4. If funding has NOT been identified for construction of the project, what efforts have been made to identify funds that could be used for this project?

There is \$2 million set aside annually in the Phoenix CIP for the implementation of the Bicycle Master Plan. City staff will be going through the annual programming and update of the 5 Year CIP, as well, the construction of this project may be submitted for MAG CMAQ funding for FY2019 or FY2020.

5. Are there funds for maintenance? Who has the responsibility for maintenance?

Yes. The street is currently in the City of Phoenix's maintenance plan, and the additional striping (and other items) will be included when built.

6. Is an easement required for this project? If YES, please attach a Property Owner Letter of Support.

There will be right-of-way needed related to construction of the bicycle/pedestrian overpass of the I-17. At this point, the design is unknown, therefore the right-of-way needs are unknown. The goal for the balance of this project is to work within the City of Phoenix's right-of-way.

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**PART E - SIGNATURE AND CHECKLIST****Checklist**


This check list is included to facilitate applicant review and verification that all required fields in the form have been completed.

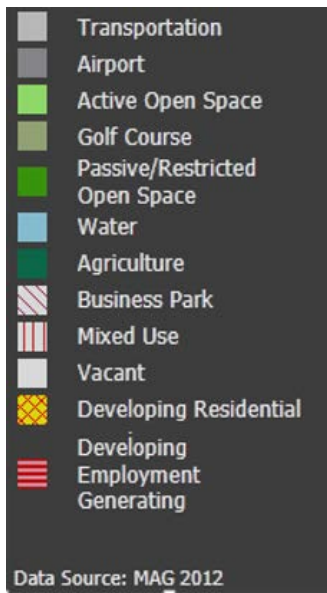
**Incomplete applications will not be accepted.**

<b>COVER SHEET</b>	<b>Complete?</b>
Cover Sheet is completely filled out	Yes
<b>PART A - Contacts and Project Description Fields</b>	<b>Complete?</b>
Contact Information, fields 1 – 5 are complete	Yes
Project Description, fields 6 - 9 are complete	Yes
<b>PART B - Project Description</b>	<b>Complete?</b>
Fields 1 - 17 are complete	Yes
<b>PART C - Attachments</b>	<b>Complete?</b>
Attachment 1 - Map with street names	Yes
Attachment 2 - Aerial photos (if available)	Yes
Attachment 3 - Photographs with captions of the study area showing the problems/issues	Yes
Attachment 4 - Letter of Support and Cooperation from Property Owner (if required)	No
Attachment 5 - Up to 3 Letters of Support (OPTIONAL)	Yes
<b>PART D - Project Costs</b>	<b>Complete?</b>
Fields 1-6 are complete	Yes
<b>PART E - Signature and Checklist</b>	<b>Complete?</b>
Entire checklist is completed.	Yes
Form is signed by MAG member agency's manager or administrator.	Yes
Name, title and date fields under the signature are completed.	Yes

**SIGNATURE:**

As the MAG member agency's manager or administrator, I certify that this application is accurate and complete, that local agency staff time and data will be required for this project, and that the project will be included in the sponsoring MAG member agency's local CIP/TIP if the project is selected for federal construction funding.

Signature:	
Name:	Ray Dovalina, PE
Title:	Director, Street Transportation Department
Date:	June 26, 2015



Existing bike lanes

Multi-use path

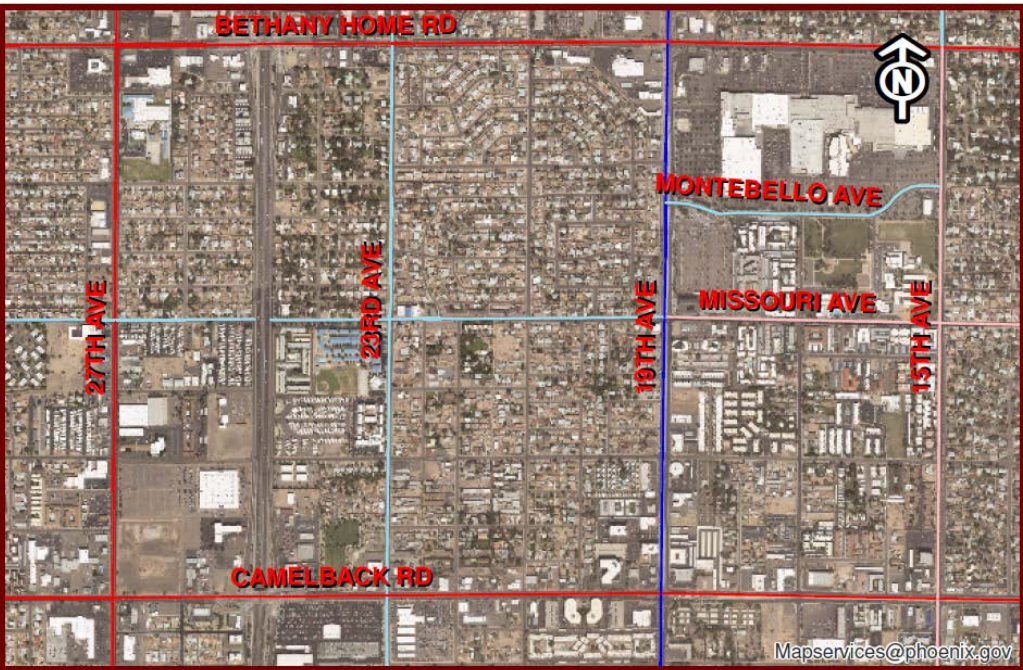
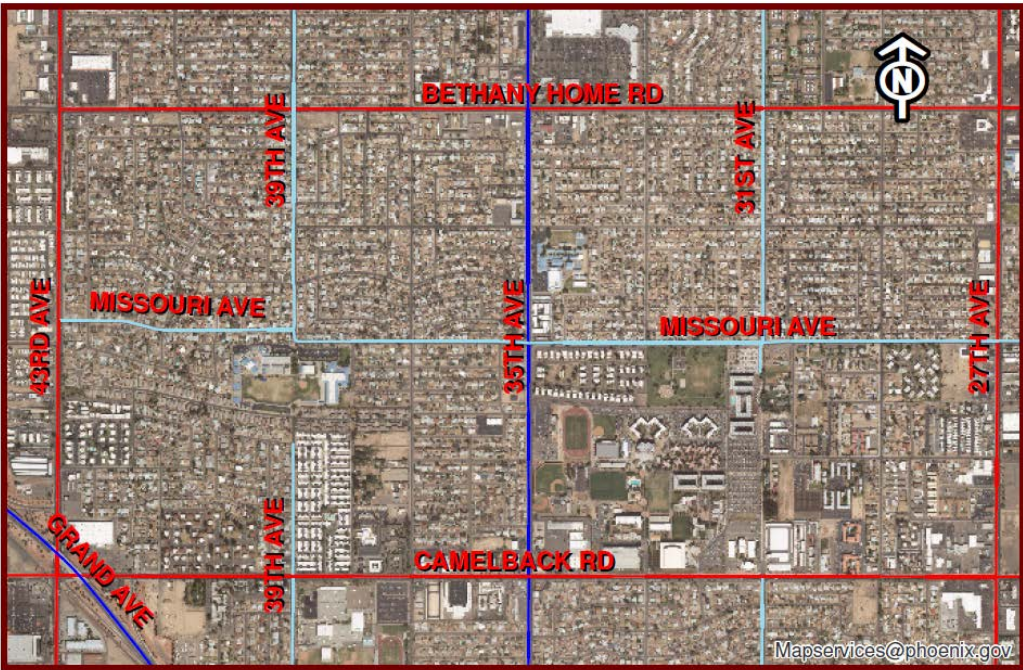


## ATTACHMENT 1

### Missouri Corridor Project Map



# Attachment 2 Aerial Photos







*Missouri Avenue at 19<sup>th</sup> Avenue looking west. Current configuration: east of 19<sup>th</sup> Avenue (foreground) - two lanes each direction and a turn lane at the intersection; west of 19<sup>th</sup> Avenue - one lane each direction and a turn lane at the intersection. Improvements could include: bike lanes up to the intersection; pavement detectors; curbside push buttons.*



*Missouri Avenue looking east to Interstate 17. Current configuration: one lane each direction. A bicycle/pedestrian crossing is proposed and could possibly be included as part of the Maricopa Association of Governments 'SPINE' Study for Interstate 17.*





*43<sup>rd</sup> Avenue bus stops south of Missouri Avenue are well used.*



*43<sup>rd</sup> Avenue and Missouri Avenue intersection. Possible location of a mid-block crossing.*

# Alhambra

VILLAGE PLANNING COMMITTEE



June 25, 2015

Maricopa Association of Governments  
Bicycle and Pedestrian Committee  
302 North 1<sup>st</sup> Avenue, Suite 300  
Phoenix, AZ 85003

RE: Missouri Avenue Bicycle and Pedestrian Improvements: 15<sup>th</sup> Avenue to 43<sup>rd</sup> Avenue  
Design Assistance Application for FY 2016

Dear Members of the Bicycle and Pedestrian Committee:

I am writing to ask for your support for the city of Phoenix's application for a Design Assistance grant for the Missouri Corridor Bicycle and Pedestrian Improvements: 15<sup>th</sup> Avenue to 43<sup>rd</sup> Avenue. Having bicycled and walked these paths as a youth and over the years, I can personally attest that this project will have significant benefits for the residents of the Alhambra Village, the city of Phoenix and the region, including multimodal connectivity, connecting people to essential education and employment centers and services, as well as improving bicycle and pedestrian safety. Community input for the recently completed update of the city's General Plan overwhelmingly emphasized the importance of connectivity and access to all modes of transportation. Additionally, improvements in the Missouri Avenue corridor were identified as priorities as part of the ReinventPHX planning process.

This project will improve multimodal connectivity in the region as it will link the 19<sup>th</sup> Avenue and Montebello light rail station, 19<sup>th</sup> Avenue bus routes and Christown Mall to the western city limits at 43<sup>rd</sup> Avenue. Missouri Avenue west of 43<sup>rd</sup> Avenue is in the city of Glendale and is designated as a bike route. Improvements in this corridor will serve households with a range of income levels, encouraging access to schools, activity and commercial centers.

Anticipated improvements include safety improvements for bicyclists and pedestrians at major intersections, a bridge over Interstate 17 and the addition of bicycle lanes to Missouri Avenue from 15<sup>th</sup> Avenue to 43<sup>rd</sup> Avenue. It is imperative that increasing bicyclist and pedestrian infrastructure and safety remain a top priority for the city of Phoenix. This proposal provides a strong link to a number of city initiatives and major investments in the area, including the Solano Transit Oriented Development Policy Plan (ReinventPHX), the Phoenix Comprehensive Bicycle Master Plan and Phoenix's Complete Streets Program.

For these reasons, I respectfully ask for your support of the city of Phoenix's application for a Design Assistance grant. Thank you for your consideration.

Sincerely,

Alexander Malkoon  
Chair



# SOLANO DISTRICT STEERING COMMITTEE

June 25, 2015

Maricopa Association of Governments

Bicycle and Pedestrian Committee

302 North 1st Avenue, Suite 300

Phoenix, AZ 85003

RE: Missouri Avenue Bicycle and Pedestrian Improvements: 15th Avenue to 43rd Avenue

Design Assistance Application for FY 2016

Dear Members of the Bicycle and Pedestrian Committee:

I am writing to ask for your support for the city of Phoenix's application for a Design Assistance grant for the Missouri Corridor Bicycle and Pedestrian Improvements: 15th Avenue to 43rd Avenue. This project will have significant benefits for the residents of the Solano Transit Oriented Development District, the city of Phoenix and the region, including multimodal connectivity, connecting people to essential education and employment centers and services, as well as improving bicycle and pedestrian safety. Community input during the ReinventPHX planning process for the recently completed Solano Transit Oriented Development Policy Plan, overwhelmingly emphasized the importance of walkability and bikeability and access to all modes of transportation. As such, improvements in the Missouri Avenue corridor were identified as priorities in the adopted policy plan.

This project will improve multimodal connectivity in the region as it will link the 19th Avenue and Montebello light rail station, 19th Avenue bus routes and Christown Mall to the western city limits at 43rd Avenue. Missouri Avenue west of 43rd Avenue is in the city of Glendale and is designated as a bike route. Improvements in this corridor will serve households with a range of income levels, encouraging access to schools, activity and commercial centers.

Anticipated improvements include safety improvements for bicyclists and pedestrians at major intersections, a bridge over Interstate 17 and the addition of bicycle lanes to Missouri Avenue from 15th Avenue to 43rd Avenue. Increasing bicyclist and pedestrian infrastructure and safety is a top priority of the city of Phoenix. This proposal provides a strong link to a number of city initiatives and major investments in the area, including the Solano Transit Oriented Development Policy Plan (ReinventPHX), the Phoenix Comprehensive Bicycle Master Plan and Phoenix's Complete Streets Program.

For these reasons, I respectfully ask for your support of the city of Phoenix's application for a Design Assistance grant. Thank you for your consideration.

Sincerely,

Paul Ennis





*A Catalyst for Community Health*

June 25, 2015

Maricopa Association of Governments  
Bicycle and Pedestrian Committee  
302 North 1st Avenue, Suite 300  
Phoenix, AZ 85003

RE: Missouri Avenue Bicycle and Pedestrian Improvements: 15th Avenue to  
43rd Avenue Design Assistance Application for FY 2016

Dear Members of the Bicycle and Pedestrian Committee:

St. Luke's Health Initiatives (SLHI) is writing in support of the city of Phoenix's application for a Design Assistance grant for Missouri Corridor Bicycle and Pedestrian Improvements: 15th Avenue to 43rd Avenue. This project will have significant benefits for the residents of the Uptown Reinvent PHX District and the city of Phoenix, including providing an important health asset close to where residents live, work and learn.

SLHI is a Phoenix-based health foundation whose mission is to support and improve the health of Arizonans. While access to high-quality medical care is important, researchers have shown repeatedly that at least 80 percent of our health is influenced by factors outside the medical care system. Access to safe and no-cost recreation options and opportunities to choose transportation alternative other than a car have proven to play a critical role in everyday decisions that lead to health. We see these improvements as playing this role in Phoenix—providing recreation and transportation options.

SLHI is a primary partner with the city of Phoenix on Reinvent PHX. As the primary author of the health element, SLHI assessed the existing conditions of healthy eating and active living assets in the study area and made recommendations for future investments, with the goal of improving the health of residents. Portions of the proposed improvements fall within the Reinvent PHX project area. As part of our assessment, we held community workshops with hard to reach residents, which included those with

## St. Luke's Health Initiatives

2929 N. Central Ave., Suite 1550

Phoenix, Arizona 85012

602-385-6500 **T**

602-385-6510 **F**

info@slhi.org **E**

www.slhi.org **W**

language barriers and lower income families. These residents also performed walking audits of area.

Through our outreach efforts, we repeatedly heard that residents wanted to walk and bike more, but the current environment made doing so difficult, if not dangerous. For many residents, walking, biking and taking public transportation are a necessity that result in injury because of poor infrastructure design.

We believe that the proposed improvements will be an important health asset to Phoenix residents by providing an opportunity to be active and enhance their quality of life. We respectfully ask for your support of the city of Phoenix's grant application. Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, reading "Suzanne Pfister". The signature is written in a cursive, flowing style.

Suzanne Pfister  
President and CEO  
St. Luke's Health Initiatives